APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CBL09

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF SHARONVILLE CODE# 061-71892

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 09 / 99

CONTACT: MARK A. KLUESENER, P.E. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL mkluesener@cds-assoc.com

PROJECT NAME: E. CRESCENTVILLE ROAD WIDENING (I-75 - MOSTELLER)

SUBDIVISION TYPE
(Check Only 1)
__1. County
_x_2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
_x_ 1. Grant $798,000.00
__ 2. Loan $_____
__ 3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_x_1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

422,305

TOTAL PROJECT COST:$ 1,330,000.00 FUNDING REQUESTED:$ 798,000.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 422,305 LOAN ASSISTANCE:$_____

SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.

RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check Only 1)
___State Capital Improvement Program
___Small Government Program
X Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: __/__/__
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: __/__/__
SCIP Loan _____ RLP Loan_____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$. 00		
Final Design	$. 00		
Bidding	$. 00		
Construction Phase	$. 00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ 1,212,750.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ 117,250.00	
g.) TOTAL ESTIMATED COSTS:		$ 1,330,000.00	

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 372,400.00	28%
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF (2000)	$ 159,600.00	12%
	SUBTOTAL LOCAL RESOURCES:	$ ~~532,000.00~~ 422,305	40%
d.)	OPWC Funds		
	1. Grant	$ 798,000.00	60%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 798,000.00	60%
e.)	TOTAL FINANCIAL RESOURCES:	$ 1,330,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: E. CRESCENTVILLE ROAD WIDENING (I-75 - MOSTELLER)

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Mosteller Road is an east-west major collector road along the north boundary of Sharonville. The section under consideration is from Mosteller Road to the I-75 overpass (see location map).

PROJECT ZIP CODE: 45241

B: PROJECT COMPONENTS:

Addition of a third lane along the south side to provide one eastbound lane, one westbound lane and a center turn lane. Widen the bridges over the Mill Creek and the Mill Creek East Branch to accommodate the new lane. Add pavement east of Mosteller to provide adequate left turn storage and increase the right turn storage length west of Mosteller. Upgrade the railroad crossing at the west end. Create a shoulder along the south side and provide roadside ditches and driveway culverts as necessary. Existing pavement repair as necessary, resurfacing and new pavement markings / signage as needed.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project length is 3,300'. Existing pavement is 24' wide; proposed pavement width is 38' (two 12' thru lanes and a 14' center turn lane). Proposed paved shoulder is 4' wide. Existing bridges over the Mill Creek and Mill Creek East Branch are each 105' long and will be widened 20' and 32' respectively.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Current ADT (1999) is 17,813 with a high percentage of trucks. About 1 million square feet of new industrial facilities will be constructed within a year, adding 5,710 vehicles per day to an already crowded road.

Road or Bridge: Current ADT 17,813 Year: 1999 Projected ADT: 23,523 Year: 2001

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years Roadway

50 Years Bridges and Culverts

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 125,000.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$ 1,205,000.00**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	08 / 01 / 99	02 / 01 / 00
4.2	**Bid Advertisement and Award:**	07 / 10 / 00	08 / 07 / 00
4.3	**Construction:**	09 / 04 / 00	06 / 29 / 01
4.4	**Right-of-Way/Land Acquisition:**	03 / 01 / 00	06 / 01 / 00

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

OFFICER	Honorable Virgil G. Lovitt, II
TITLE	Mayor
STREET	City of Sharonville
	10900 Reading Road
CITY/ZIP	City of Sharonville, Ohio 45241
PHONE	(513) 563-1144
FAX	(513) 563-0617
E-MAIL	

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Ms. Janet L. Barger
TITLE	Auditor
STREET	City of Sharonville
	10900 Reading Road
CITY/ZIP	City of Sharonville, Ohio 45241
PHONE	(513) 563-1144
FAX	(513) 563-0617
E-MAIL	

5.3 PROJECT MANAGER

PROJECT MANAGER	Mr. Al Ledbetter
TITLE	Safety Service Director
STREET	City of Sharonville
	10900 Reading Road
CITY/ZIP	City of Sharonville, Ohio 45241
PHONE	(513) 563-1144
FAX	(513) 563-0617
E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your local District Public Works Integrating Committee.

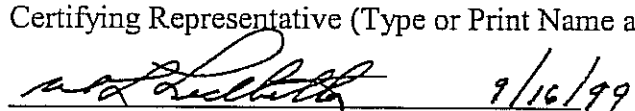
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Al Ledbetter, Safety Service Director

Certifying Representative (Type or Print Name and Title)



9/16/99

Signature/Date Signed

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed	_____	Poor	___X___
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Existing two lane asphalt road has insufficient capacity for existing and future traffic. Poor condition; up to 3" rutting and alligator cracking due to high volumes of truck traffic. Existing 2' wide shoulders need replacement. No side ditches exist to provide proper drainage. Railroad crossing has failed after repairs just two years ago. Bridges are in poor condition.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

2 weeks/(months) (Circle one)

Are preliminary plans or engineering completed?	Yes	(No)	
Are detailed construction plans completed?	Yes	(No)	
Are all right-of-way and easements acquired? *	Yes	(No)	N/A

* Please answer the following if applicable:

No. of parcels needed for project: 9 of these, how many are Takes 0, Temporary 7, Permanent 2.

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed	Yes	(No)	N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

9 weeks /(months) (6 months design and utility coordination; 3 months easement acquisition following design).

EAST CRESCENTVILLE ROAD

RIGHT-OF-WAY STATUS ATTACHMENT

Courthouse research for the project has been completed and survey work for design is in progress. As project design progresses, the temporary and permanent easement areas required can be delineated. There are nine (9) parcels fronting the south side of the road where it is anticipated all widening will take place. It is further anticipated that proposed widening will fit within the existing right-of-way limits, with the possible exception of the widened bridge over the Mill Creek East Branch, where two (2) permanent easements may be required. On all other parcels, temporary construction easements or right-of-entries will be obtained as needed. The easement negotiation process will be carried out following detailed design and preliminary notification of funding.

3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

A center turn lane will be added to increase the capacity of the road. Creating 4' wide shoulders and drainage ditches will provide proper drainage and eliminate the build-up of silt and gravel as well as ponding along the roadside. Upgrading the rail crossing to a rubber or concrete bed will add a factor of safety and reduce damage to vehicles. The center turn lane will reduce the potential for accidents at driveways as new developments increase traffic.

4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal _____ _____% ODOT _____ _____% Local __X__ _28%_ %

MRF __X____ _12_% OWDA _____ _____% CDBG _____ _____%

NOTE: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban_____
(specify)

No Ban _____X_____

Will the ban be removed after the project is completed?

Yes _____ No _____ (N/A)

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 17,813 x 1.20 = 21,376 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects).

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

E. Crescentville Road carries a high volume of traffic with a large percentage of trucks throughout its entire length from S.R. 4 in Springdale to Cincinnati-Dayton Road in Sharonville. There is a strip of residential development along the south side west of 75 and east of G.E. Park. The remainder of the property along both sides of Crescentville continues to develop industrially. Crescentville provides access for these industrial developments, three I-275 interchanges (S.R. 4 and S.R. 747 in Springdale, and Mosteller Road in Sharonville), serving these two cities plus Butler County. It also provides alternate interstate access to the West Chester - Union Center area via Cincinnati-Dayton Road.

Crescentville is four plus lanes between S.R. 4 and S.R. 747. Butler County and the Cities of Springdale and Sharonville are planning widening the portion between S.R. 747 and I-75 to three (3) lanes. ODOT and the Butler County TID have completed plans to replace the existing two lane Crescentville Road bridge over I-75 with a new four (4) lane structure. This project will continue the improvement of Crescentville Road east to Mosteller Road, which was widened from two to four lanes in 1992 from Crescentville to I-275.

9) For roadway betterment projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS (see below) Proposed LOS (see below)

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

Level of Service for eastbound left turns at Windisch Road without a left turn lane will be 'B' in the AM and 'D' in the PM (see Bayer-Becker calculations). With a left turn lane provided by this project, this movement will have a PM LOS of 'C'.

LOS into the new Champion entrance with a left turn lane, will be 'C' and 'B' in the AM and PM peak hours respectively. (See Bayer-Becker calculations).

There is no standard method for determining the level of service for two lane roads with a center two-way left turn lane. (Cont.)

There are 10 industrial access driveways in this section with additional industrial driveways anticipated on the undeveloped north side of Crescentville between Windisch and Mosteller Road. Heavy truck traffic accounts for 15% of volumes during the PM peak hours. Current PM peak hour volumes are 1,185 vehicles with 1,808 vehicles anticipated with the development of an estimated one million square feet of industrial park.

The addition of a center two-way left turn lane can provide a continuos refuge area for left turning vehicles. This lane can help maintain through capacity with the added benefit of separating opposing directions of traffic. Also, the left turn lane will greatly offset the increased potential for accidents resulting from the additional turning movements generated by the new development.

How will the proposed project alleviate serious traffic problems or hazards?

It will significantly reduce the number of traffic backups, which occur due to left turning trucks into industrial subdivisions and reduce the potential for accidents at driveways.

10) Will the proposed project generate user fees or assessments?

Yes _____ No X

If yes, what user fees and/or assessments will be utilized?

_____

11) How will the proposed project enhance economic growth? (Please be specific)

It will provide additional needed capacity for existing traffic and to an estimated 5,710 vehicles per day increase that is expected within the next year. Over one (1) million SF of new industrial facilities will be built within the next year. Without these improvements the worsening traffic congestion will discourage additional industrial development in the area.

_____

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa).

$5.00 Permissive Motor Vehicle License Fee

_____

_____

_____

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Yes _____ No X

If yes, what user fees and/or assessments will be utilized?

_____

11) How will the proposed project enhance economic growth? (Please be specific)

It will provide additional needed capacity for existing traffic and to an estimated 5,710 vehicles per day increase that is expected within the next year. Over one (1) million SF of new industrial facilities will be built within the next year. Without these improvements the worsening traffic congestion will discourage additional industrial development in the area.

_____

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$5.00 Permissive Motor Vehicle License Fee

_____

_____

_____

_____

_____

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: **CITY OF SHARONVILLE**

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

Priority	Name of Project (as listed on the application)
1	**E. CRESCENTVILLE ROAD WIDENING (I-75 - MOSTELLER)**
2	**W. CRESCENTVILLE ROAD WIDENING (S.R. 747 to I-75)**
3	
4	
5	

CDS Associates, Inc.

PROJECT: CRESCENTVILLE ROAD LANE ADDITION
PRELIMINARY OPINION OF CONSTRUCTION COST

Date: August-99
Project : 99002-28

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	201	CLEARING AND GRUBBING	1	LS	$5,000.00	$5,000.00
2	202	GUARD RAIL REMOVED	550	LF	$2.00	$1,100.00
3	202	CURB, CURB & GUTTER REMOVED	700	LF	$5.00	$3,500.00
4	202	CONDUIT REMOVED, 12"-30"	160	LF	$12.50	$2,000.00
5	202	SIGN REMOVED	12	EA	$100.00	$1,200.00
6	203	EXCAVATION	2,200	CY	$12.00	$26,400.00
7	203	SUBGRADE COMPACTION	8,400	SY	$0.50	$4,200.00
8	203	EMBANKMENT	900	CY	$20.00	$18,000.00
9	252	SAW CUT EXISTING PAVEMENT	3,300	LF	$1.00	$3,300.00
10	253	FULL DEPTH PAVEMENT REPAIR	400	SY	$25.00	$10,000.00
11	254	PAVEMENT PLANING, BITUMINOUS (1")	8,400	SY	$1.00	$8,400.00
12	301	9" BITUMINOUS AGGREGATE BASE	1,375	CY	$60.00	$82,500.00
13	301	3" BITUMINOUS AGGREGATE SHOULDER	245	CY	$60.00	$14,700.00
14	304	9" AGGREGATE SHOULDER BASE	740	CY	$30.00	$22,200.00
15	310	No. 8 GRAVEL FOR UNDERDRAINS	460	CY	$25.00	$11,500.00
16	407	TACK COAT, 0.075GAL/SY	1,067	GAL	$1.50	$1,600.00
17	408	PRIME COAT, 0.4GAL/SY	3,380	GAL	$2.50	$8,450.00
18	448	1.75" ASPHALT CONCRETE, INTERMEDIATE COUR	270	CY	$85.00	$22,950.00
19	448	1.25" ASPHALTIC CONCRETE, SURFACE COURSE	480	CY	$85.00	$40,800.00
20	452	8" CONCRETE DRIVE APRONS	45	SY	$55.00	$2,500.00

CDS Associates, Inc.

PROJECT: CRESCENTVILLE ROAD LANE ADDITION
PRELIMINARY OPINION OF CONSTRUCTION COST

Date: August-99
Project : 99002-28

Item No.	Spec No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
21	601	ROCK CHANNEL PROTECTION	40	CY	$40.00	$1,600.00
22	602	HEADWALL TYPE D	1	EA	$2,000.00	$2,000.00
23	603	12" CONDUIT, TYPE B, 706.02	80	LF	$50.00	$4,000.00
24	603	18" CONDUIT, TYPE C, (HDPE - Drives)	300	LF	$80.00	$24,000.00
25	603	30" CONDUIT, TYPE B, 706.02	80	LF	$120.00	$9,600.00
26	604	CATCHBASIN, TYPE 3, REMOVE AND REPLACE	4	EA	$1,400.00	$5,600.00
27	604	MANHOLE No. 1	2	EA	$2,200.00	$4,400.00
28	604	EXISTING MANHOLE ADJUSTED TO GRADE	5	EA	$400.00	$2,000.00
29	606	GUARDRAIL, TYPE 5	550	LF	$12.00	$6,600.00
30	606	ANCHOR ASSEMBLY, TYPE 'A'	3	EA	$700.00	$2,100.00
31	606	ANCHOR ASSEMBLY, TYPE 'T'	3	EA	$450.00	$1,350.00
32	609	CURB & GUTTER TYPE 2	688	LF	$12.50	$8,600.00
33	609	BRIDGE STRUCTURE 105.5'X 18', STEEL PIER	1,900	SF	$138.00	$262,200.00
34	609	BRIDGE STRUCTURE 105.5'X 30', CONCRETE PIER	3,167	SF	$138.00	$437,000.00
35	614	MAINTAINING TRAFFIC	1	LS	$30,000.00	$30,000.00
36	630	TRAFFIC SIGNS & SIGN POSTS	12	EA	$250.00	$3,000.00
37	630	COMMERCIAL SIGN RELOCATION	1	LS	$5,000.00	$5,000.00
38	632	SIGNAL MODIFICATIONS (MOSTELLER)	1	LS	$20,000.00	$20,000.00
39	642	PAVEMENT MARKINGS	1	LS	$8,000.00	$8,000.00

CDS Associates, Inc.

PROJECT: CRESCENTVILLE ROAD LANE ADDITION
PRELIMINARY OPINION OF CONSTRUCTION COST

Date: August-99
Project : 99002-28

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
40	653	TOPSOIL	1,222	CY	$18.00	$22,000.00
41	659	SEEDING & MULCHING	7,333	SY	$0.60	$4,400.00
42	659	RAILROAD CROSSING IMPROVEMENTS	1	LS	$35,000.00	$35,000.00
43	1112	FIRE HYDRANT RELOCATION	8	EA	$3,000.00	$24,000.00
		SUBTOTAL				$1,212,750.00
		CONTINGENCY at 10% ±				$117,250.00
		TOTAL				$1,330,000.00

USEFUL LIFE: UPON THE COMPLETION OF DETAILED PLANS AND SATISFACTORY COMPLETION OF WORK, THE USEFUL LIFE FOR THIS PROJECT WILL BE 20 YEARS FOR THE ROADWAY AND 50 YEARS FOR THE BRIDGES AND CULVERTS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON COMPLETION OF DETAILED PLANS AND RECEIPT OF BIDS BY QUALIFIED CONTRACTORS.

Mark A. Kluesener

MARK A. KLUESENER, P.E. #48151

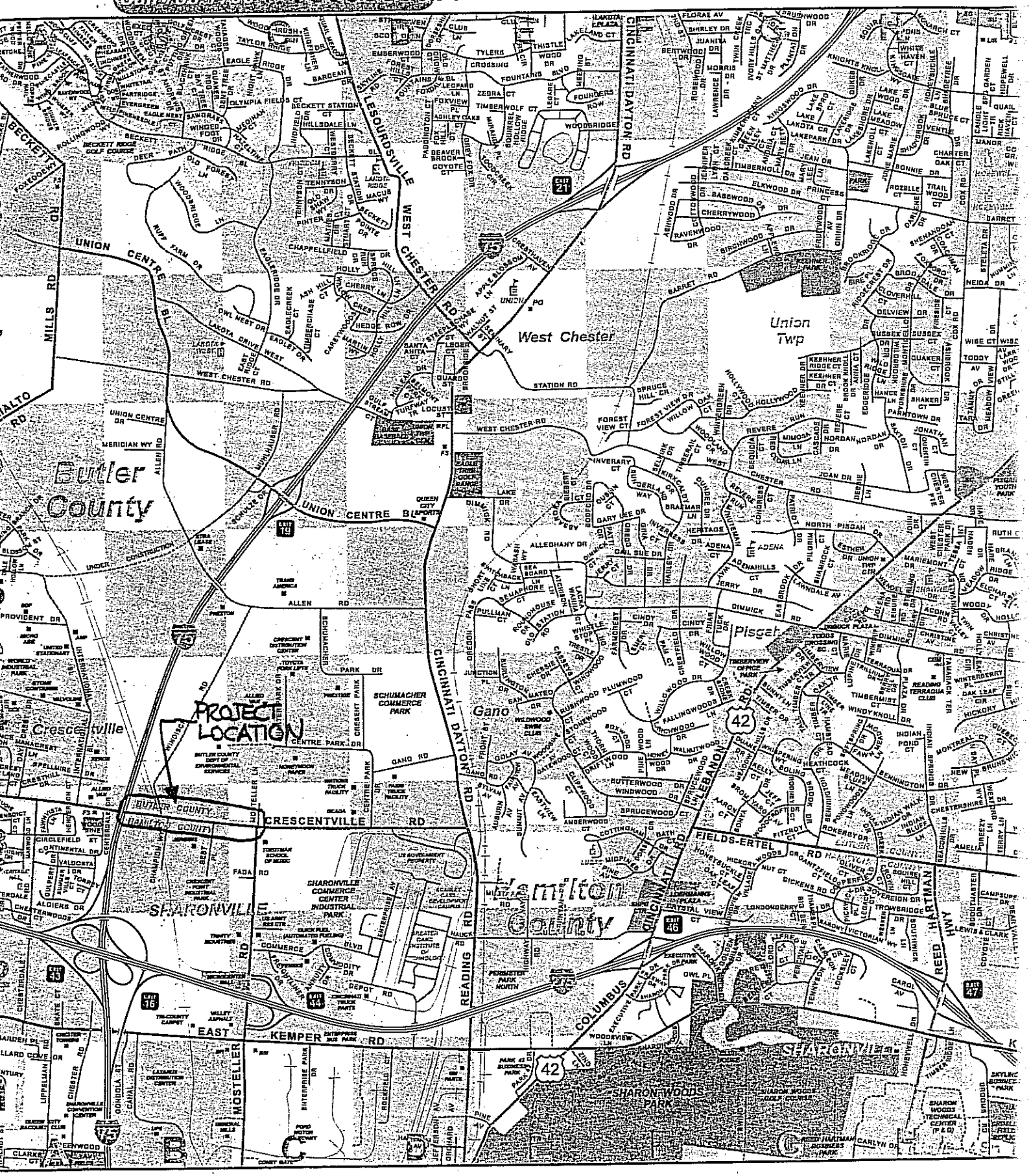
9-23-99

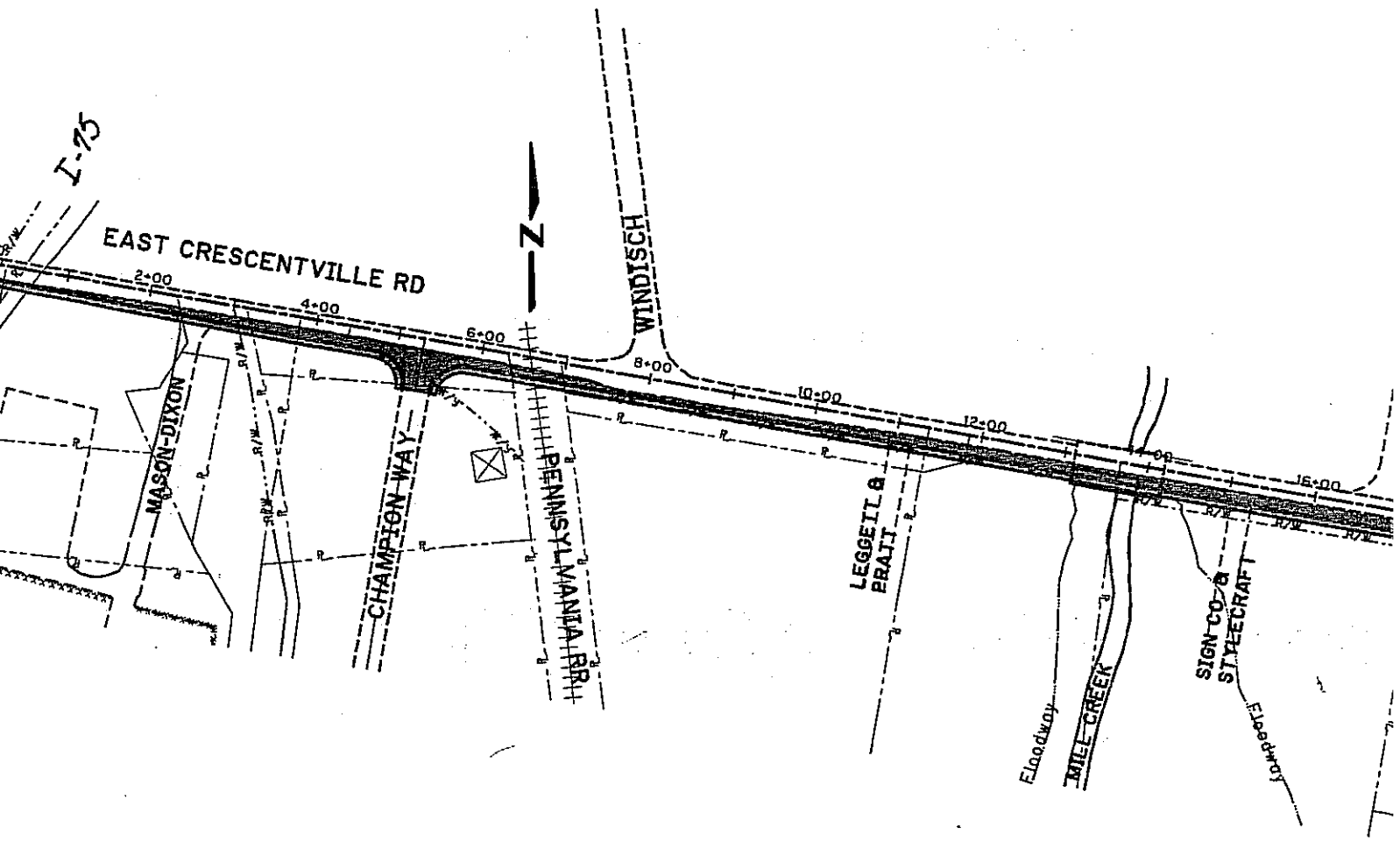
0 1/2 1
Scale In Miles

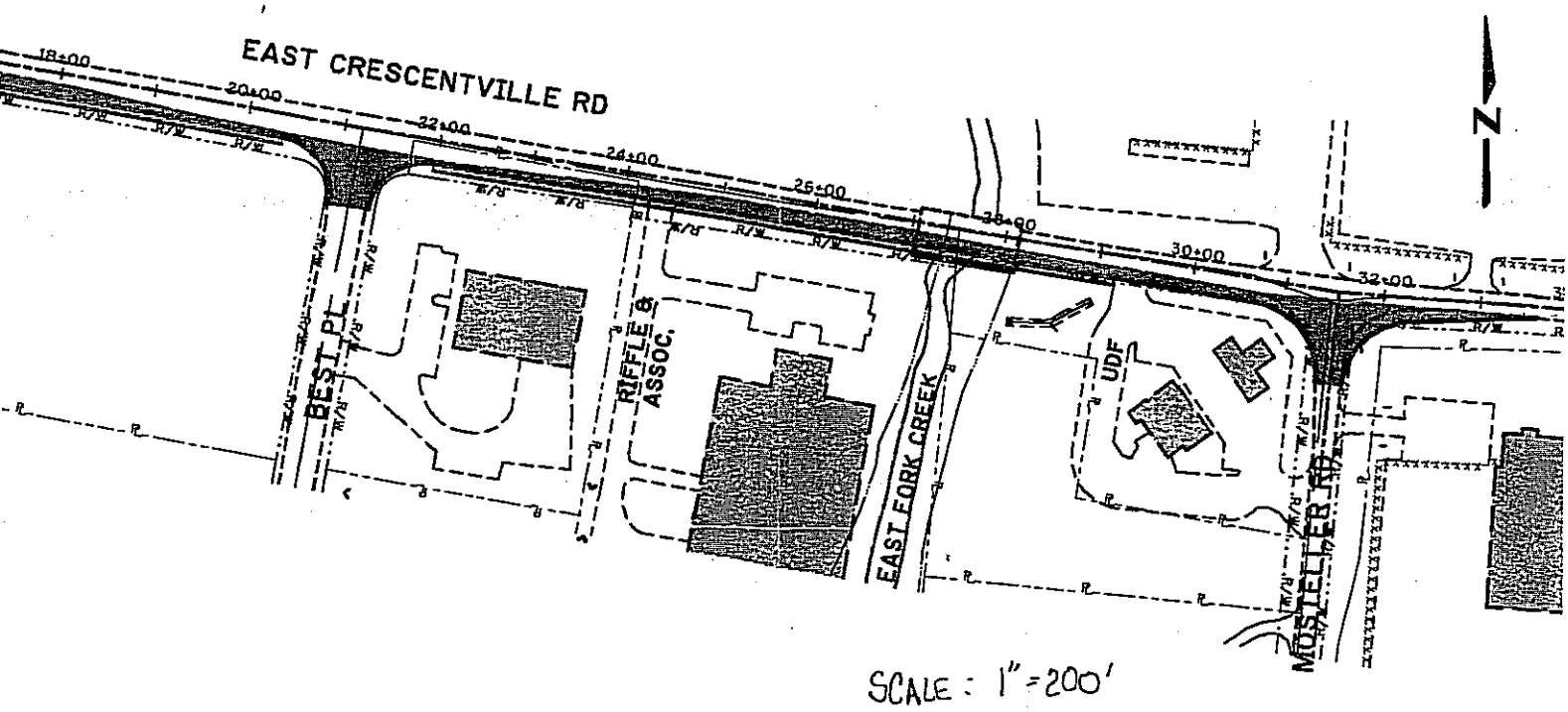
N

7	8	9
13	14	15
19	20	21

MAP 1




I-75
EAST CRESCENTVILLE RD
N
WINDISCH
2+00
4+00
6+00
8+00
10+00
12+00
14+00
16+00
MASON-DIXON
CHAMPION WAY
PENNSYLVANIA RR
LEGGETT & PRATT
Floodway
MILL CREEK
SIGN CO. of STEELCRAFT
Floodway


EAST CRESCENTVILLE RD
18+00
20+00
22+00
24+00
25+00
28+00
30+00
32+00
BEST PL
RIFFLE & ASSOC.
EAST FORK CREEK
UDF
MUSTELLER RD
N

SCALE : 1" = 200'

CITY
OF
SHARONVILLE

10900 Reading Road
Sharonville, Ohio 45241
(513) 563-1144
FAX (513) 563-0617

CERTIFICATION OF FUNDS

Concerning the East Crescentville Road Widening Project, the City of Sharonville will contribute $372,400 toward the project cost. The City of Sharonville has also applied for a grant of $159,600 from Municipal Road Funds as an additional 12% local share toward the State Capital Improvement Program funding application, for a total local share of 40%.

I hereby certify the $372,400 portion of the local share for the above project will be available and appropriated on or before the date listed in the Project Schedule Section.

Janet L. Barger, Auditor

Al Ledbetter, Safety Service Director

RESOLUTION 99 - R - 25

TO APPOINT A CHIEF EXECUTIVE OFFICER, A CHIEF FINANCIAL OFFICER, AND A PROJECT MANAGER, TO SUBMIT A STATE DISTRICT PUBLIC WORKS INTEGRATING COMMITTEE, AND AUTHORIZING THE EXECUTION OF AN AGREEMENT WITH THE OHIO PUBLIC WORKS COMMISSION

WHEREAS, the Council of the City of Sharonville has identified several infrastructure projects which are in need of corrective repairs; and,

WHEREAS, the City of Sharonville wishes to undertake such repairs by means of funds available as part of the SCIP/LTIP Grant Program; and

WHEREAS, the Safety Service Director shall be authorized to recommend such repairs and execute such contracts as are necessary for such repairs; and,

WHEREAS, the City of Sharonville wishes to submit a 2000 SCIP/LTIP Grant application to the Ohio Public Works Commission; and,

WHEREAS, the Safety Service Director shall be authorized to enter into contracts on behalf of the City of Sharonville.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SHARONVILLE THAT:

SECTION I: For purposes of the State Capital Improvement Program:

a) the Mayor of the City of Sharonville shall be its Chief Executive Officer,
b) the Auditor of the City of Sharonville shall be its Chief Financial Officer,
c) the Safety Service Director of the City of Sharonville shall be its Project Manager.

SECTION II: The Safety Service Director is hereby authorized to submit an application to the District Public Works Integrating Committee for the proposed East Crescentville Road Widening.

SECTION III: The Mayor is hereby authorized to execute a project agreement with the Ohio Public Works Commission for 2000.

J. John Steckler
President of Council

Passed: September 14, 1999

Attest: Martha Cross Funk
Clerk of Council

Approved: September 14, 1999

Mayor Virgil G. Lovitt, II

MART
RABE

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: **Use one form for each project.**
Assign priority to projects.
The application cost estimate shall be prepared: By the Municipality's Engineer or a Registered Engineer of the Municipality's choosing.
Submit before August 6.

(1) Municipality City of Sharonville

(2) Road Name East Crescentville Road

(3) Project Limits I-75 overpass to Mosteller Road

(4) Project Priority (1) 2000

(5) Present Roadway Data:

(a) Pav't. Width 24' (b) R/W Width varies (c) Curb Type none

(d) Type Surface Asphalt (e) Type Base Unknown (f) Shldr. Type Aggregate

(g) Shldr. Width 2' (h) Year Last Resurfaced unknown

(6) Present Condition of Project Area: List Deficiencies and reasons for improvement.

Pavement conditions: High truck volumes have caused rutting almost 3" deep. Alligator cracking has been sealed several times. Pavement has failed at the railroad crossing. Lack of side ditches and paved shoulders has caused severe lane-shoulder drop-off and a buildup of silt and gravel.

Proposed development: Over 1M SF of new industrial facilities will be constructed within the next year, significantly increasing the traffic volume.

(7) Project Description or Statement of Work to be Done: Include Width and Type of New Pavement and Other Project Particulars.

Addition of a third lane between I-75 and Mosteller Road. The widening will take place all on the Sharonville (south) side. The proposed width will be 38' with 2 (each) 12' lanes and a 14' center lane for left turn traffic. The proposed shoulder will be paved. Properly sized ditches and drive culverts will be added to the south side as well. Two existing 105.5' long bridges will be widened accordingly. The bridge closest to Mosteller Road will have an additional 12' of widening to accommodate an extension of the eastbound right turn lane on Mosteller.

(8) Traffic Data: (a) Present Volume 17,813 ADT (b) Date of Count July 7, 1999
Developed Volume 23,523 ADT (2001)

(9) Cost Estimate:

When engineering plans are necessary, list the following costs:

(a) Preparation of preliminary plans & estimates, etc.	$ —
(b) Preparation of final plans & estimates, etc.	$ —
Construction Cost Estimate	$ 1,330,000.00
Other Costs (specify)	$ —
Total Project Cost for which application to MRF is made	$ 159,600.00[1]

(10) Estimated date construction can be started after approval May, 2000[2]

(11) Estimated date construction can be started if not funded 100% from Municipal Road Fund
Unknown

(12) Cost Estimate Prepared By: Mark A. Kluesener, P.E. Date: 08/02/99

(13) Application Prepared By: CDS Associates, Inc. Date: 08/02/99

[1] **Application for MRF construction dollars (12% of construction cost estimate) is being combined with local money to make up a 50% match for a program year 2000 OPWC funding application.**

[2] **With requested OPWC funding, the earliest construction could start would be July 1, 2000.**

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

Mark A. Kluesner 9-20-99

SIGNATURE DATE

THE CITY OF SHARONVILLE, OHIO
COMBINED STATEMENT OF REVENUES,
EXPENDITURES AND CHANGES IN FUND BALANCES
ALL GOVERNMENTAL FUND TYPES AND EXPENDABLE TRUST FUND
FOR THE YEAR ENDED DECEMBER 31, 1998

	Governmental Fund Types				*Fiduciary Fund Type*	
	General Fund	Special Revenue Funds	Debt Service Funds	Capital Projects Funds	Expendable Trust Fund	Totals (Memorandum Only)
Revenues:						
Taxes	$11,831,540	$0	$0	$0	$0	$11,831,540
Intergovernmental Revenues	510,994	1,095,551	0	173,617	0	1,780,162
Charges for Services	520,103	0	0	0	0	520,103
Licenses and Permits	364,111	52,073	0	0	0	416,184
Investment Earnings	340,264	14,570	16,482	7,204	0	378,520
Special Assessments	0	0	141,351	0	0	141,351
Fines and Forfeitures	272,318	51,246	0	0	0	323,564
All Other Revenues	240,715	9,312	0	0	1,420	251,447
Total Revenues	14,080,045	1,222,752	157,833	180,821	1,420	15,642,871
Expenditures:						
Current:						
Security of Persons and Property	5,049,878	43,501	0	0	0	5,093,379
Public Health and Welfare Services	256,638	5,421	0	0	0	262,059
Leisure Time Activities	1,674,967	0	0	0	0	1,674,967
Community Environment	300,773	0	0	0	0	300,773
Basic Utility Services	480,728	0	0	0	0	480,728
Transportation	0	843,890	0	0	0	843,890
General Government	1,759,329	2,500	0	0	0	1,761,829
Other Expenditures	0	0	0	0	92	92
Capital Outlay	0	0	0	2,172,123	0	2,172,123
Debt Service:						
Principal Retirements	0	0	70,000	195,000	0	265,000
Interest and Fiscal Charges	0	0	71,231	353,681	0	424,912
Total Expenditures	9,522,313	895,312	141,231	2,720,804	92	13,279,752
Excess (Deficiency) of Revenues Over (Under) Expenditures	4,557,732	327,440	16,602	(2,539,983)	1,328	2,363,119
Other Financing Sources (Uses):						
Proceeds from General Obligation Bonds	0	0	0	6,000,000	0	6,000,000
Operating Transfers In	40,000	0	2,053	4,088,334	0	4,130,387
Operating Transfers Out	(4,502,387)	(40,000)	0	0	0	(4,542,387)
Total Other Financing Sources (Uses)	(4,462,387)	(40,000)	2,053	10,088,334	0	5,588,000
Excess (Deficiency) of Revenues and Other Financing Sources Over (Under) Expenditures and Other Financing Uses	95,345	287,440	18,655	7,548,351	1,328	7,951,119
Fund Balance (Deficit) Beginning of Year	4,116,439	282,492	320,153	(5,364,183)	3,690	(641,409)
Decrease in Inventory Reserve	(3,637)	(6,504)	0	0	0	(10,141)
Fund Balance End of Year	$4,208,147	$563,428	$338,808	$2,184,168	$5,018	$7,299,569

The notes to the general purpose financial statements are an integral part of this statement.

RESULTING EMPLOYMENT OPPORTUNITIES

A. **Temporary Employment:** It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.

B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

Weather :
Counted by:Jtol,Ssaf
Board # :01506
Other :

CDS Associates, Inc.
11120 Kenwood Road
Cincinnati, Ohio 45242
(513) 791-1700

Site Code : 099002012012
Start Date: 07/07/99
File I.D. : SHRNVL12

Street name :Crescentville Rd. Cross street:W of Mosteller Direction 1

Begin Time	WB A.M.		WB P.M.		EB A.M.		EB P.M.		Combined A.M.		Combined P.M.		Wednesday
12:00 07/07	*		*		*		*		*		*		
12:15	*		*		*		*		*		*		
12:30	*		*		*		*		*		*		
12:45	*	*	*	*	*	*	*	*	*	*	*	*	
01:00	*		*		*		*		*		*		
01:15	*		*		*		*		*		*		
01:30	*		*		*		*		*		*		
01:45	*	*	141	141	*	*	111	111	*	*	252	252	
02:00	*		138		*		126		*		264		
02:15	*		157		*		145		*		302		
02:30	*		171		*		153		*		324		
02:45	*	*	155	621	*	*	153	577	*	*	308	1198	
03:00	*		180		*		197		*		377		
03:15	*		134		*		135		*		269		
03:30	*		174		*		150		*		324		
03:45	*	*	148	636	*	*	133	615	*	*	281	1251	
04:00	*		178		*		167		*		345		
04:15	*		254		*		168		*		422		
04:30	*		221		*		161		*		382		
04:45	*	*	221	874	*	*	157	653	*	*	378	1527	
05:00	*		196		*		194		*		390		
05:15	*		170		*		160		*		330		
05:30	*		181		*		188		*		369		
05:45	*	*	176	723	*	*	118	660	*	*	294	1383	
06:00	*		153		*		141		*		294		
06:15	*		141		*		92		*		233		
06:30	*		139		*		97		*		236		
06:45	*	*	100	533	*	*	76	406	*	*	176	939	
07:00	*		74		*		90		*		164		
07:15	*		66		*		61		*		127		
07:30	*		49		*		51		*		100		
07:45	*	*	69	258	*	*	49	251	*	*	118	509	
08:00	*		45		*		67		*		112		
08:15	*		52		*		55		*		107		
08:30	*		67		*		69		*		136		
08:45	*	*	50	214	*	*	99	290	*	*	149	504	
09:00	*		60		*		64		*		124		
09:15	*		66		*		50		*		116		
09:30	*		60		*		41		*		101		
09:45	*	*	48	234	*	*	49	204	*	*	97	438	
10:00	*		40		*		34		*		74		
10:15	*		34		*		27		*		61		
10:30	*		27		*		49		*		76		
10:45	*	*	31	132	*	*	26	136	*	*	57	268	
11:00	*		24		*		38		*		62		
11:15	*		20		*		29		*		49		
11:30	*		36		*		23		*		59		
11:45	*	*	27	107	*	*	24	114	*	*	51	221	
Totals	0		4473		0		4017		0		8490		
Day Totals		4473				4017				8490			
Split %	*		52.6%		*		47.3%						

Peak Hour	04:15		04:45	04:15
Volume	892		699	1572
P.H.F.	.87		.90	.93

17,813 ADT VEH/DAY

Weather :
Counted by:Jtol,Ssaf
Board # :01506
Other :

CDS Associates, Inc.
11120 Kenwood Road
Cincinnati, Ohio 45242
(513) 791-1700

Site Code : 099002012012
Start Date: 07/07/99
File I.D. : SHRNVL12
Page : 2

Street name :Crescentville Rd. Cross street:W of Mosteller Direction 1

Begin	<------ WB ------>				<------ EB ------>				<------Combined------>				Thursday
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00 07/08	17		146		27		147		44		293		
12:15	25		124		12		134		37		258		
12:30	19		136		15		140		34		276		
12:45	13	74	129	535	15	69	117	538	28	143	246	1073	
01:00	17		118		15		129		32		247		
01:15	12		137		13		134		25		271		
01:30	23		161		15		144		38		305		
01:45	17	69	145	561	13	56	128	535	30	125	273	1096	
02:00	11		138		18		140		29		278		
02:15	12		152		12		154		24		306		
02:30	23		157		16		158		39		315		
02:45	20	66	149	596	11	57	158	610	31	123	307	1206	
03:00	16		159		9		196		25		355		
03:15	17		174		10		100		27		274		
03:30	38		136		14		199		52		335		
03:45	14	85	143	612	5	38	190	685	19	123	333	1297	
04:00	28		148		7		137		35		285		
04:15	39		159		26		137		65		296		
04:30	29		141		14		184		43		325		
04:45	25	121	155	603	33	80	184	642	58	201	339	1245	
05:00	62		177		32		217		94		394		
05:15	70		195		30		147		100		342		
05:30	123		180		57		144		180		324		
05:45	139	394	186	738	55	174	109	617	194	568	295	1355	
06:00	96		168		59		121		155		289		
06:15	142		126		81		98		223		224		
06:30	156		91		113		116		269		207		
06:45	152	546	115	500	80	333	66	401	232	879	181	901	
07:00	147		66		107		68		254		134		
07:15	177		58		119		58		296		116		
07:30	188		55		144		55		332		110		
07:45	183	695	68	247	156	526	57	238	339	1221	125	485	
08:00	145		58		137		61		282		119		
08:15	142		52		104		41		246		93		
08:30	175		41		122		49		297		90		
08:45	144	606	58	209	114	477	38	189	258	1083	96	398	
09:00	136		55		95		47		231		102		
09:15	147		55		120		48		267		103		
09:30	110		50		113		45		223		95		
09:45	106	499	52	212	115	443	41	181	221	942	93	393	
10:00	121		56		121		38		242		94		
10:15	129		38		118		34		247		72		
10:30	123		31		108		29		231		60		
10:45	115	488	34	159	112	459	33	134	227	947	67	293	
11:00	124		27		117		36		241		63		
11:15	138		28		115		23		253		51		
11:30	146		17		164		28		310		45		
11:45	145	553	26	98	148	544	28	115	293	1097	54	213	
Totals	4196		5070		3256		4885		7452		9955		
Day Totals		9266				8141				17407			
Split %	56.3%		50.9%		43.6%		49.0%						
Peak Hour	07:00		05:00		07:15		04:30		07:15		04:30		
Volume	695		738		556		732		1249		1400		
P.H.F.	.92		.94		.89		.84		.92		.88		

ADT = 17,813 VEH/DAY

Weather :
Counted by:Jtol,Ssaf
Board # :01506
Other :

CDS Associates, Inc.
11120 Kenwood Road
Cincinnati, Ohio 45242
(513) 791-1700

Site Code : 099002012012
Start Date: 07/07/99
File I.D. : SHRNVL12

Street name :Crescentville Rd. Cross street:W of Mosteller Direction 1

Begin Time	<------ WB A.M.		P.M.		------><------ EB A.M.		P.M.		------><------Combined A.M.		P.M.		------> Friday
12:00 07/09	18		0		21		0		39		0		
12:15	26		*		15		*		41		*		
12:30	19		*		5		*		24		*		
12:45	27	90	*	*	16	57	*	*	43	147	*	*	
01:00	10		*		16		*		26		*		
01:15	25		*		13		*		38		*		
01:30	19		*		14		*		33		*		
01:45	7	61	*	*	19	62	*	*	26	123	*	*	
02:00	16		*		4		*		20		*		
02:15	9		*		13		*		22		*		
02:30	11		*		14		*		25		*		
02:45	16	52	*	*	12	43	*	*	28	95	*	*	
03:00	15		*		7		*		22		*		
03:15	7		*		11		*		18		*		
03:30	28		*		17		*		45		*		
03:45	23	73	*	*	7	42	*	*	30	115	*	*	
04:00	21		*		16		*		37		*		
04:15	30		*		14		*		44		*		
04:30	21		*		15		*		36		*		
04:45	27	99	*	*	21	66	*	*	48	165	*	*	
05:00	52		*		43		*		95		*		
05:15	62		*		47		*		109		*		
05:30	114		*		60		*		174		*		
05:45	127	355	*	*	56	206	*	*	183	561	*	*	
06:00	106		*		49		*		155		*		
06:15	106		*		80		*		186		*		
06:30	168		*		88		*		256		*		
06:45	153	533	*	*	95	312	*	*	248	845	*	*	
07:00	119		*		77		*		196		*		
07:15	154		*		104		*		258		*		
07:30	172		*		140		*		312		*		
07:45	169	614	*	*	113	434	*	*	282	1048	*	*	
08:00	154		*		130		*		284		*		
08:15	127		*		104		*		231		*		
08:30	108		*		118		*		226		*		
08:45	118	507	*	*	116	468	*	*	234	975	*	*	
09:00	111		*		117		*		228		*		
09:15	95		*		108		*		203		*		
09:30	109		*		127		*		236		*		
09:45	121	436	*	*	104	456	*	*	225	892	*	*	
10:00	126		*		96		*		222		*		
10:15	126		*		95		*		221		*		
10:30	95		*		122		*		217		*		
10:45	132	479	*	*	108	421	*	*	240	900	*	*	
11:00	10		*		1		*		11		*		
11:15	0		*		0		*		0		*		
11:30	1		*		0		*		1		*		
11:45	1	12	*	*	1	2	*	*	2	14	*	*	
Totals	3311		0		2569		0		5880		0		
Day Totals		3311				2569				5880			
Split %	56.3%		*		43.6%		*						
Peak Hour	07:15				07:15				07:15				
Volume	649				487				1136				
P.H.F.	.94				.86				.91				

Industrial Park
(130)

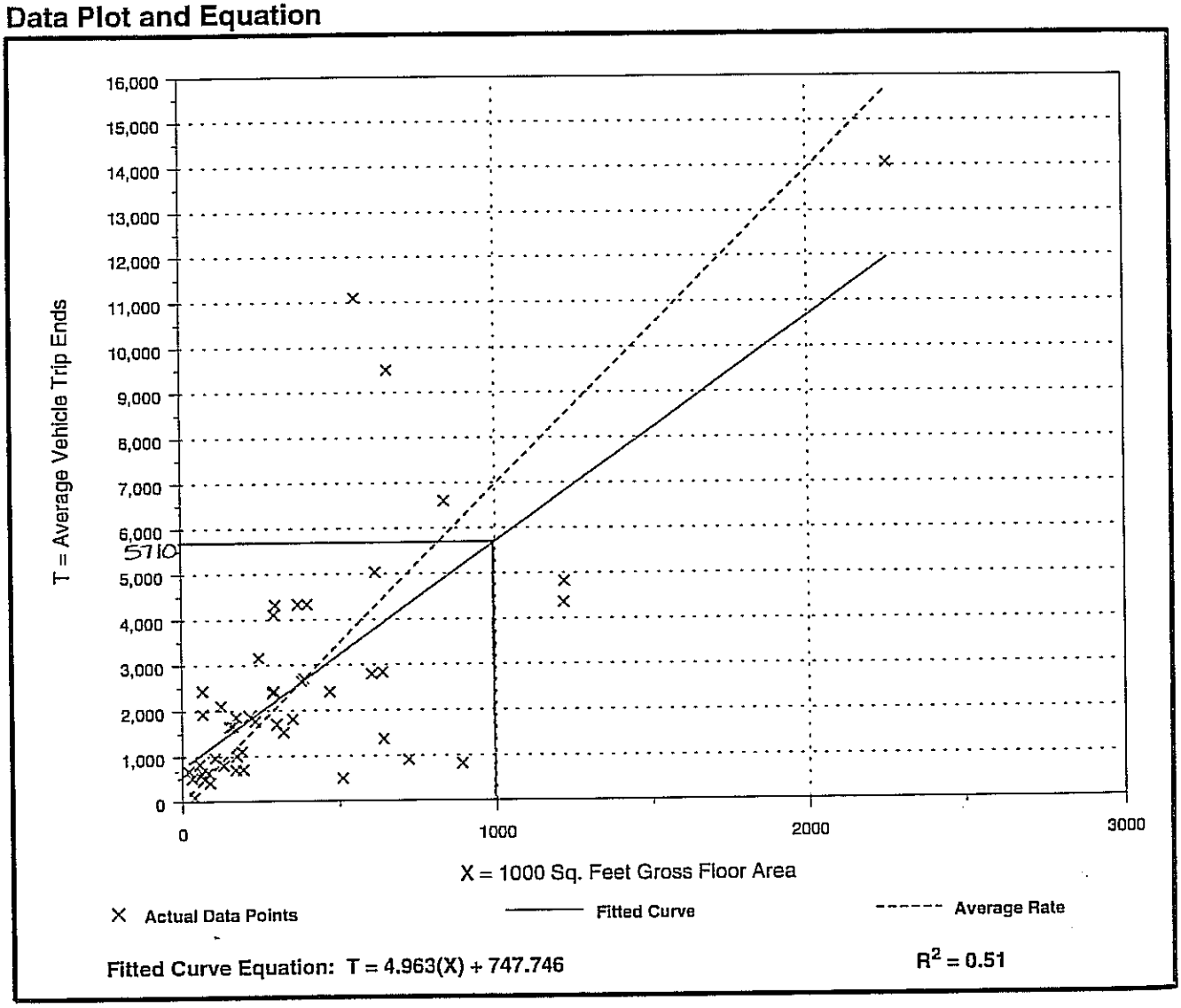
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 49
Average 1000 Sq. Feet GFA: 375
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
6.96	0.91 - 36.97	5.64

Data Plot and Equation



Fitted Curve Equation: T = 4.963(X) + 747.746

R^2 = 0.51

Industrial Park
(130)

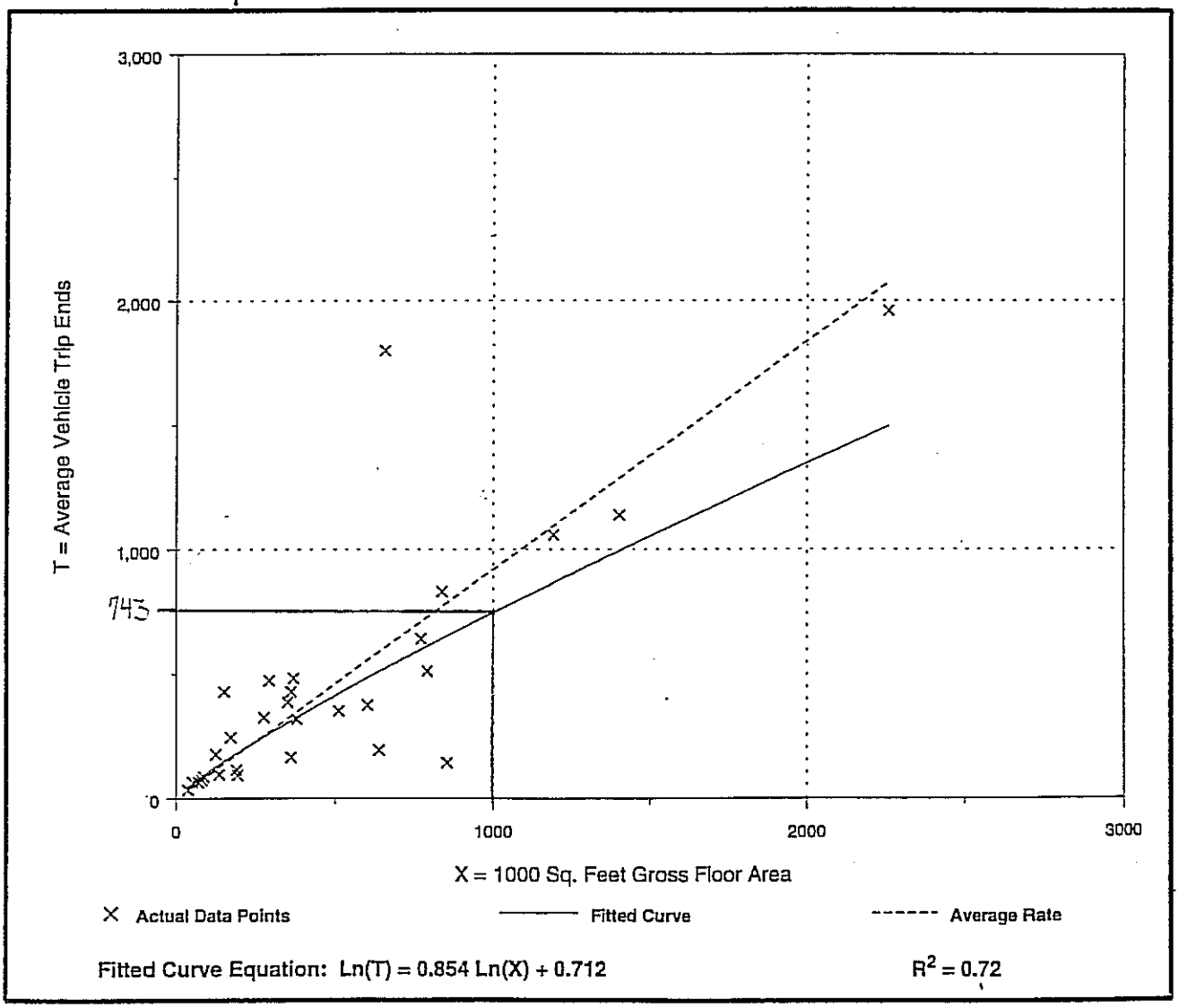
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 29
Average 1000 Sq. Feet GFA: 490
Directional Distribution: 21% entering, 79% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.92	0.17 - 2.85	1.10

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.854\ Ln(X) + 0.712$

$R^2 = 0.72$

Bayer & Becker Engineers

MANUAL TRAFFIC COUNT DATA

SINGLE VEHICLE ANALYSIS

Date: 6\16\98

Location: Crescentville Road @ Windisch Road

Starts: 6/16/98 At 7:00 AM

Notes:

Ends: 6/16/98 At 9:00 AM

Operator: DB & NB

Interval: 15 min. Intervals: 8

Weather: Cloudy

	Crescentville Road Eastbound		Crescentville Road Westbound		Windisch Road Southbound	
Interval Begins:	Thru	Left	Right	Thru	Right	Left
7:00	93	12	13	126	37	6
7:15	102	14	11	160	39	11
7:30	142	18	12	162	50	12
7:45	109	18	12	138	52	6
Hour	446	62	48	586	178	35
8:00	99	14	4	113	50	5
8:15	120	13	9	119	22	2
8:30	93	14	10	92	29	8
8:45	86	11	8	94	14	10
Hour	398	52	31	418	115	25
Survey Total:	844	114	79	1004	293	60

Bayer & Becker Engineers

MANUAL TRAFFIC COUNT DATA

SINGLE VEHICLE ANALYSIS

Date: 6/16/98

Location: Crescentville Road @ Windisch Road

Starts: 6/16/98 At 4:00 PM

Notes:

Ends: 6/16/98 At 6:00 PM

Operator: DB & NB

Interval: 15 min. Intervals: 8

Weather: Cloudy

	Crescentville Road Eastbound		Crescentville Road Westbound		Windisch Road Southbound	
Interval Begins:	Thru	Left	Right	Thru	Right	Left
4:00	177	33	9	128	25	2
4:15	103	15	12	87	16	7
4:30	180	35	19	154	18	5
4:45	183	51	24	141	21	5
Hour	643	134	64	510	80	19
5:00	152	73	25	152	43	8
5:15	140	58	19	200	20	4
5:30	149	63	28	195	19	5
5:45	118	33	17	171	29	2
Hour	559	227	89	718	111	19
Survey Total:	1202	361	153	1228	191	38

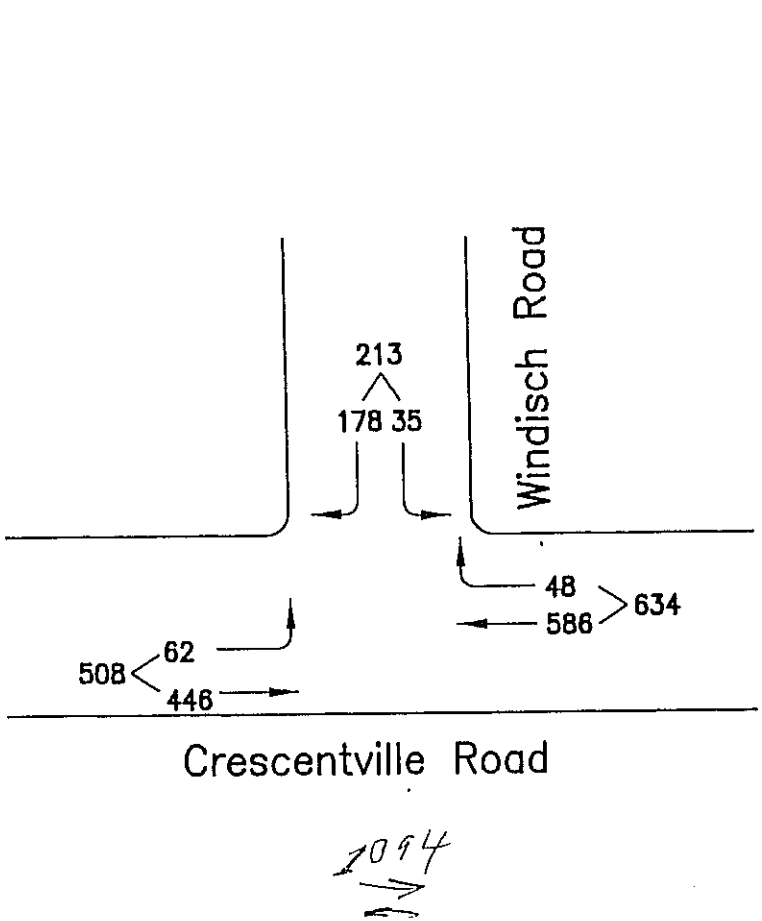
Trip Generation

Using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 6th Edition, the total number of trips to be generated by the proposed development on an average weekday during both the AM and PM Peak Hour was determined.

Land Use	Size	AM Peak Hour In	Out	Total	PM Peak Hour In	Out	Total
Industrial Park (130)	734,000 S.F.	458	100	558	120	451	571

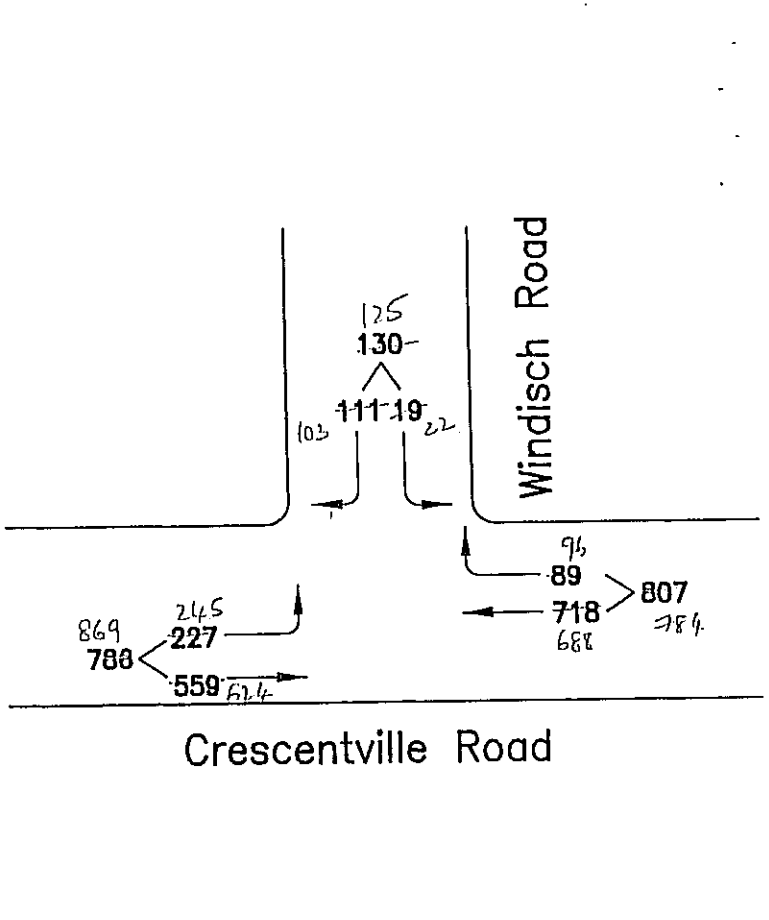
Total trips consist of both primary trips and pass-by trips. Primary trips are those trips whose sole destination is the development. A Pass-by trip is a trip which comes directly from the stream of traffic passing the facility on an adjacent roadway. Due to the industrial nature of this development, a pass-by reduction is not applicable.

The generated trips were distributed onto Crescentville Road based upon existing traffic counts, knowledge of the area and current traffic patterns.



AM Peak Hour
Existing Traffic

Figure 1
Existing
Traffic



PM. Peak Hour
Existing Traffic

Windisch ADT 7/1/97 5181

engineers planners surveyors
bayer becker engineers
700 miles road fairfield, ohio 45014
513-829-2149

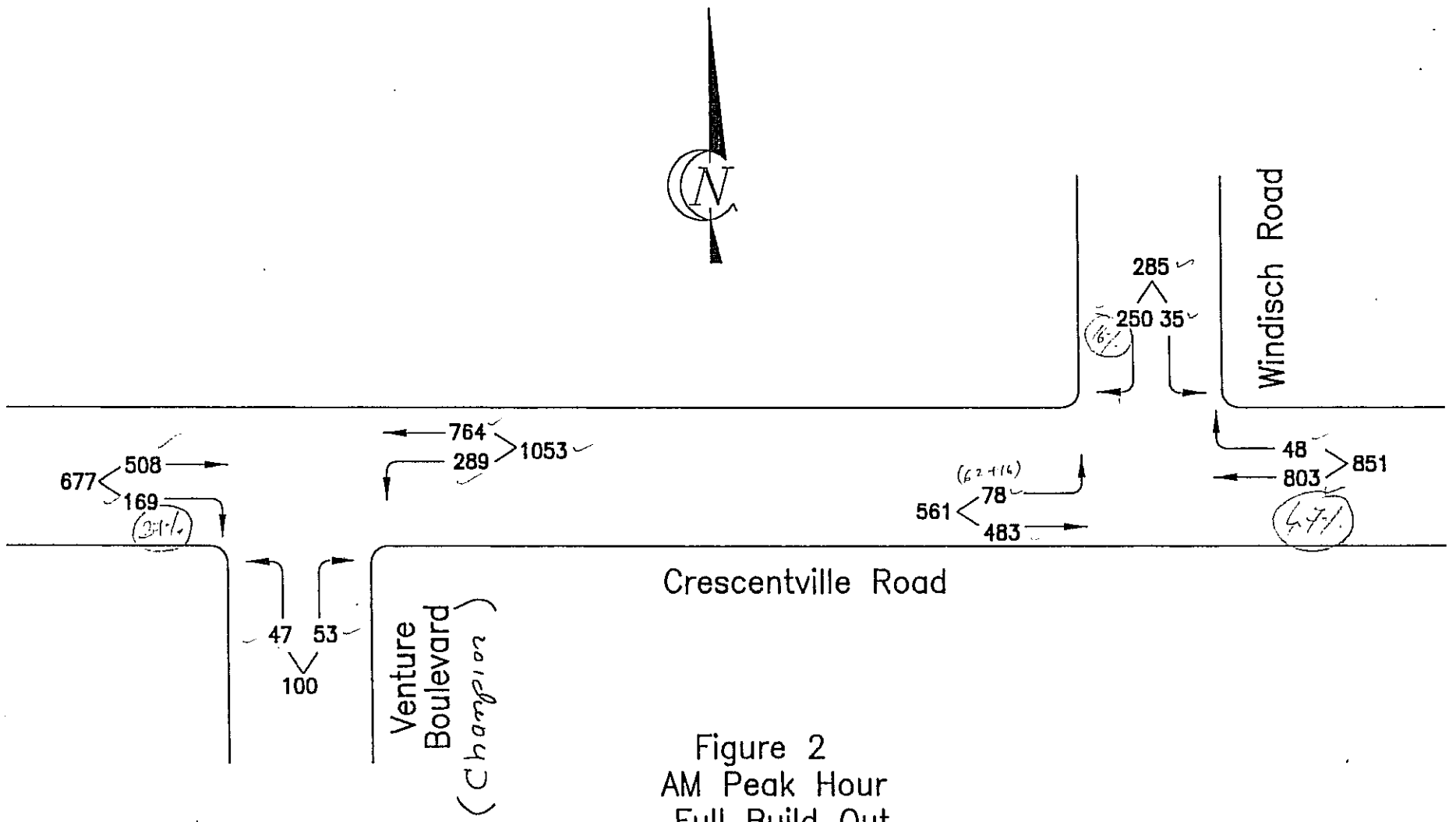


Figure 2
AM Peak Hour
Full Build Out

Assumptions

(X) represents % of 458 veh entering the site.

16% of traffic leaving the site gets off @ Windisch Rd.

engineers planners surveyors
bayer becker engineers
700 nilles road fairfield, ohio 45014
513-829-3149

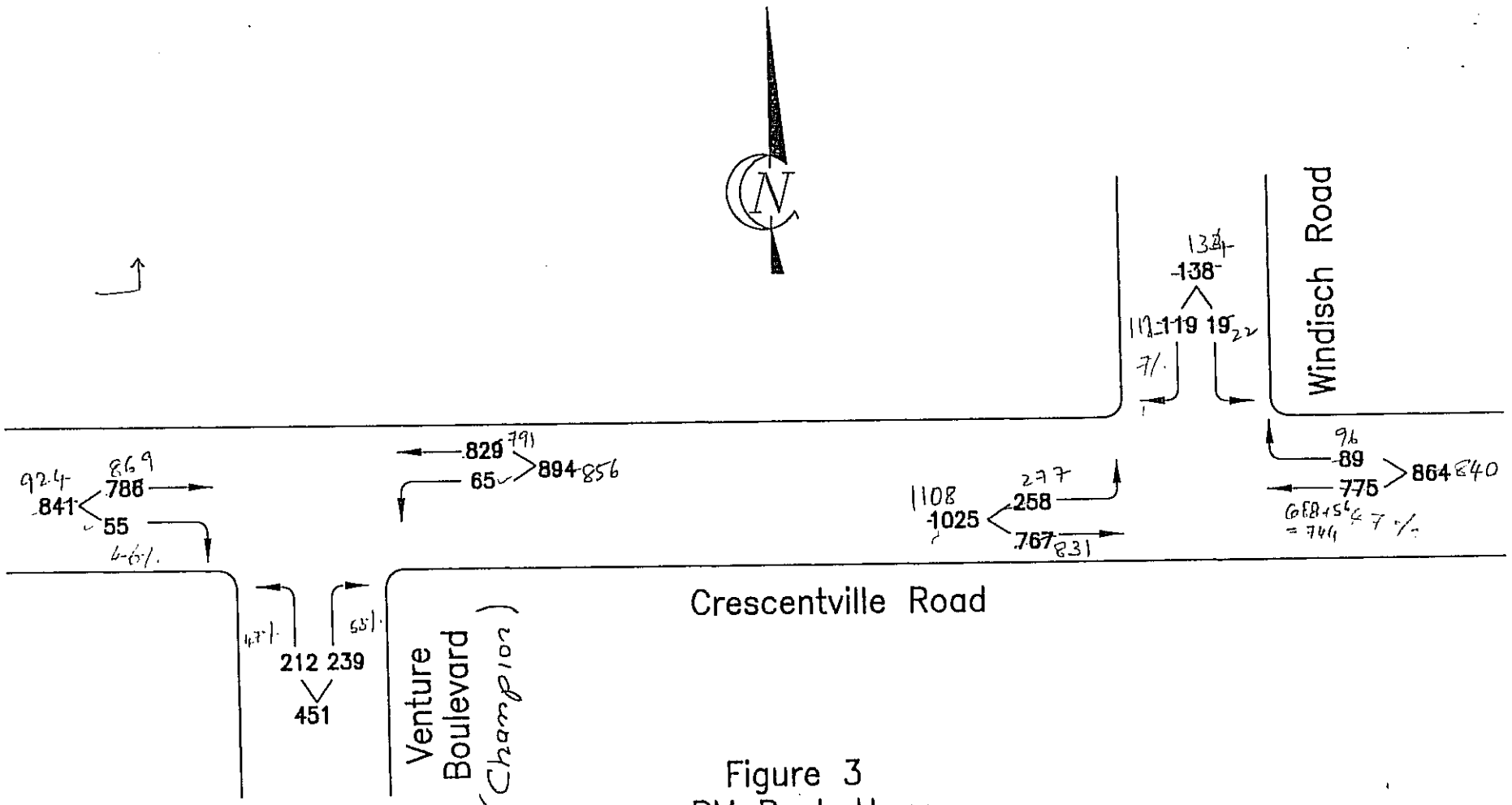


Figure 3
PM Peak Hour
Full Build Out

Comments:
1) Used same % in AM & PM for traf. @ venture blvd.

Windisch ADT 7/1/97 5151

engineers planners surveyors
bauer becker engineers
700 nilles road fairfield, ohio 45014
513-829-8148

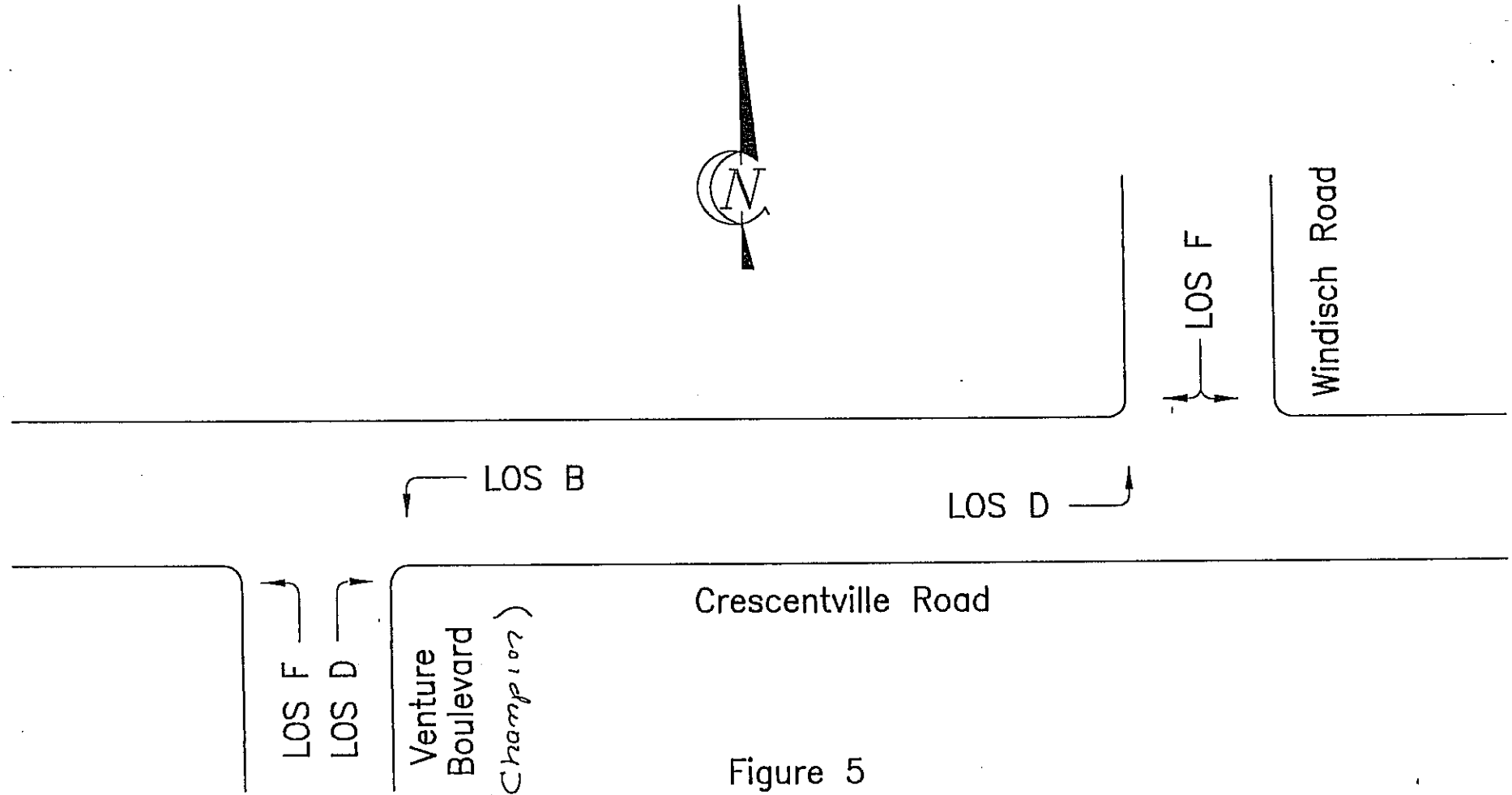


Figure 5
PM Peak Hour
LOS Analysis

engineers planners surveyors
bauer becker engineers
700 [illegible] road Fairfield, ohio 45014
513-829-8189

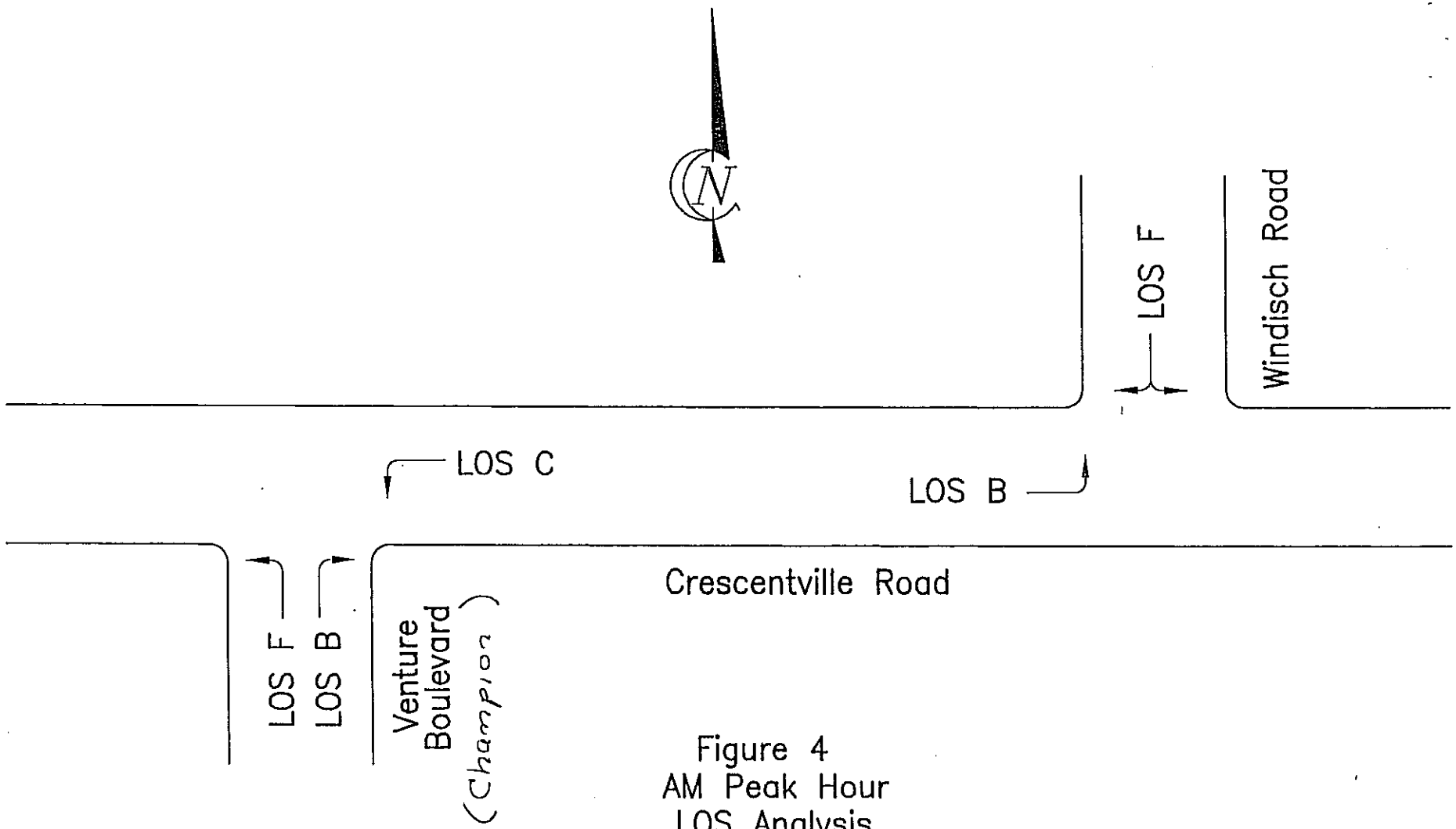


Figure 4
AM Peak Hour
LOS Analysis

engineers planners surveyors
bauer becker engineers
700 miles road fairfield, ohio 45014
513-829-3140

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-2083
Ph: (904) 392-0378

Streets: (N-S) Venture Blvd. (E-W) Crescentville Road
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... Bayer Becker
Date of Analysis..... 6/18/98
Other Information.....AM Peak - full build out
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes		508	169	289	764		47		53			
PHF		.79	.79	.91	.91		.9		.9			
Grade		-4			2			2				
MC's (%)				0			0		0			
SU/RV's (%)				0			0		0			
CV's (%)				10			10		10			
PCE's				1.38			1.38		1.38			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	643	
Potential Capacity: (pcph)	654	
Movement Capacity: (pcph)	654	
Prob. of Queue-Free State:	0.88	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	857	
Potential Capacity: (pcph)	669	
Movement Capacity: (pcph)	669	
Prob. of Queue-Free State:	0.34	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1801	
Potential Capacity: (pcph)	96	
Major LT, Minor TH Impedance Factor:	0.34	
Adjusted Impedance Factor:	0.34	
Capacity Adjustment Factor due to Impeding Movements	0.34	
Movement Capacity: (pcph)	33	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB	L	72	33		*	21.6	F	*
NB	R	81	654		6.3	0.4	B	
WB	L	439	669		15.5	5.7	C	4.3

Intersection Delay = 64.8 sec/veh

* The calculated value was greater than 999.9.

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Streets: (N-S) Venture Blvd (E-W) Crescentville Road
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... Bayer Becker
Date of Analysis..... 6/18/98
Other Information..... PM Peak - full build out
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes		786	55	65	829		212		239			
PHF		.87	.87	.9	.9		.9		.9			
Grade		-4			2			2				
MC's (%)				0			0		0			
SU/RV's (%)				0			0		0			
CV's (%)				10			10		10			
PCE's				1.38			1.38		1.38			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	903	
Potential Capacity: (pcph)	483	
Movement Capacity: (pcph)	483	
Prob. of Queue-Free State:	0.24	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	966	
Potential Capacity: (pcph)	594	
Movement Capacity: (pcph)	594	
Prob. of Queue-Free State:	0.83	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1896	
Potential Capacity: (pcph)	85	
Major LT, Minor TH Impedance Factor:	0.83	
Adjusted Impedance Factor:	0.83	
Capacity Adjustment Factor due to Impeding Movements	0.83	
Movement Capacity: (pcph)	71	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	326	71		*	28.3	F	*
NB R	367	483		29.9	8.3	D	
WB L	99	594		7.3	0.7	B	0.5

Intersection Delay = 641.6 sec/veh

* The calculated value was greater than 999.9.

Center For Microcomputers In Transportation
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512 Weil Hall
Gainesville, FL 32611-2083
Ph: (904) 392-0378

Streets: (N-S) Windisch Road (E-W) Crescentville Road
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... Bayer Becker
Date of Analysis..... 6/18/98
Other Information.....Existing - PM Peak Hour
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	0	0	1	< 0	0	0	0	0	> 0	< 0
Stop/Yield			N			N						
Volumes	227	559			718	89				19		111
PHF	.87	.87			.9	.9				.64		.64
Grade		3			3						3	
MC's (%)	0									0		0
SU/RV's (%)	0									0		0
CV's (%)	10									10		10
PCE's	1.62									1.62		1.62

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		848
Potential Capacity: (pcph)		515
Movement Capacity: (pcph)		515
Prob. of Queue-Free State:		0.46
Step 2: LT from Major Street	**WB**	**EB**
Conflicting Flows: (vph)		897
Potential Capacity: (pcph)		641
Movement Capacity: (pcph)		641
Prob. of Queue-Free State:		0.34
TH Saturation Flow Rate: (pcphpl)		1700
RT Saturation Flow Rate: (pcphpl)		
Major LT Shared Lane Prob. of Queue-Free State:		0.00
Step 4: LT from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)		1752
Potential Capacity: (pcph)		102
Major LT, Minor TH Impedance Factor:		0.00
Adjusted Impedance Factor:		0.00
Capacity Adjustment Factor due to Impeding Movements		0.00
Movement Capacity: (pcph)		0

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	49	0 >	0	*	*	F	*
SB R	280	515 >					
EB L	423	641		16.3	5.8	C	4.7

Intersection Delay = *

* The calculated value was greater than 999.9.

Center For Microcomputers In Transportation
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Gainesville, FL 32611-2083
Ph: (904) 392-0378

Streets: (N-S) Windisch Road (E-W) Crescentville Road
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... Bayer Becker
Date of Analysis..... 6/18/98
Other Information.....PM Peak - full build out
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	0	0	1	< 0	0	0	0	0	> 0	< 0
Stop/Yield			N			N						
Volumes	258	767			775	89				19		119
PHF	.87	.87			.9	.9				.64		.64
Grade		3			3						3	
MC's (%)	0									0		0
SU/RV's (%)	0									0		0
CV's (%)	10									10		10
PCE's	1.62									1.62		1.62

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		910
Potential Capacity: (pcph)		479
Movement Capacity: (pcph)		479
Prob. of Queue-Free State:		0.37
Step 2: LT from Major Street	**WB**	**EB**
Conflicting Flows: (vph)		960
Potential Capacity: (pcph)		598
Movement Capacity: (pcph)		598
Prob. of Queue-Free State:		0.20
TH Saturation Flow Rate: (pcphpl)		1700
RT Saturation Flow Rate: (pcphpl)		
Major LT Shared Lane Prob. of Queue-Free State:		0.00
Step 4: LT from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)		2090
Potential Capacity: (pcph)		65
Major LT, Minor TH Impedance Factor:		0.00
Adjusted Impedance Factor:		0.00
Capacity Adjustment Factor due to Impeding Movements		0.00
Movement Capacity: (pcph)		0

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	49	0 >	0	*	*	F	*
SB R	301	479 >					
EB L	481	598		29.2	10.4	D	7.4

Intersection Delay = *

* The calculated value was greater than 999.9.

CDS ASSOCIATES, INC.
11120 KENWOOD ROAD
CINCINNATI, OH 45242-1818
Ph: (513) 791-1700

Streets: (N-S) Windisch Rd (E-W) Crescentville
Major Street Direction.... EW
Length of Time Analyzed... 15 (min)
Analyst..... CDS ASSOC
Date of Analysis..... 9/24/99
Other Information.....FULL BUILD OUT - PM PEAK
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	0	0	0	0	> 0	< 0
Stop/Yield			N			N						
Volumes	258	767			775	89				19		119
PHF	.87	.87			.9	.9				.64		.64
Grade		-3			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	0.95									1.10		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		910
Potential Capacity: (pcph)		479
Movement Capacity: (pcph)		479
Prob. of Queue-Free State:		0.57

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		960
Potential Capacity: (pcph)		598
Movement Capacity: (pcph)		598
Prob. of Queue-Free State:		0.53

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		2090
Potential Capacity: (pcph)		65
Major LT, Minor TH Impedance Factor:		0.53
Adjusted Impedance Factor:		0.53
Capacity Adjustment Factor due to Impeding Movements		0.53
Movement Capacity: (pcph)		34

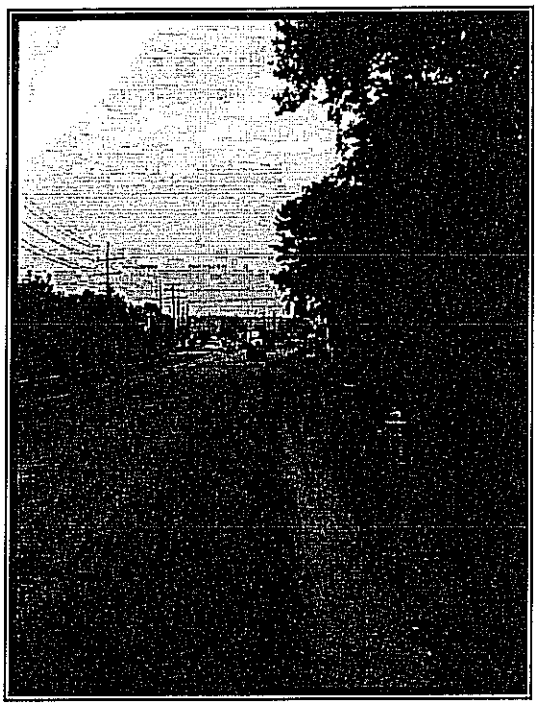
Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	33	34 >					
			170	257.6	12.7	F	257.6
SB R	205	479 >					
EB L	282	598		11.3	2.6	C	2.8

Intersection Delay = 19.0 sec/veh

E. Crescentville Road

Existing Pavement Conditions

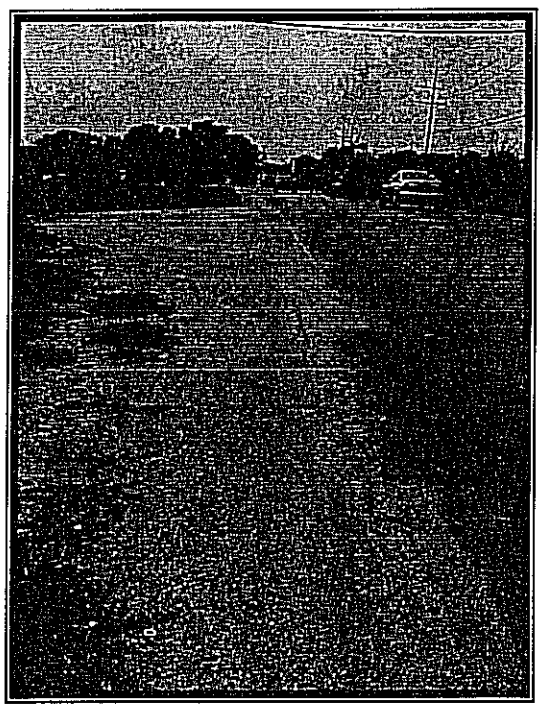


Pic00009.jpg

Sta. 26+00 looking east. High volumes of truck traffic have caused rutting about 3" deep. The alligator cracking has been sealed several times. Eight fire hydrants will have to be relocated. The bridge will be widened 20ft on the right side.

Pic00027.jpg

Sta. 7+00 looking west. The railroad crossing, although repaired less than two years ago, has failed due to a high truck volume and inadequate repair procedure. The crossing must be widened, the signal arm relocated, and a concrete or rubber pad installed.



Pic00012.jpg

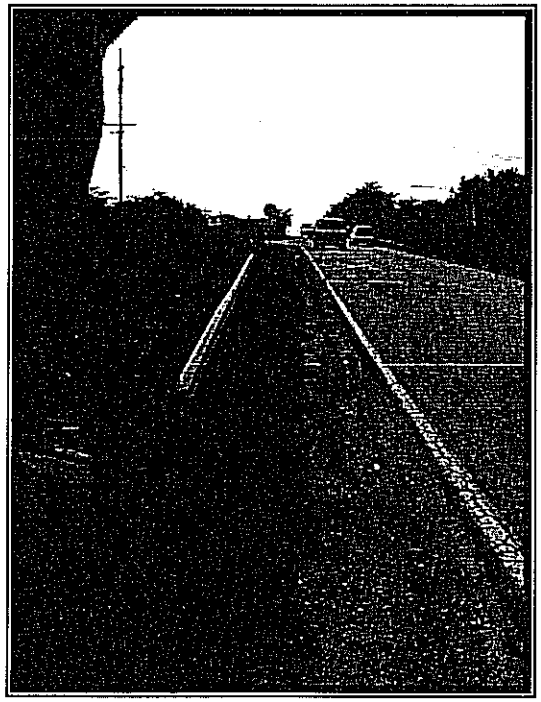
Sta. 25+00 looking west. Lack of a storm drainage system has caused build up of silt and gravel along the roadside. Lane-shoulder drop-off is becoming a problem as well. Ditches need to be created to provide proper drainage.

E. Crescentville Road

Existing Pavement Conditions

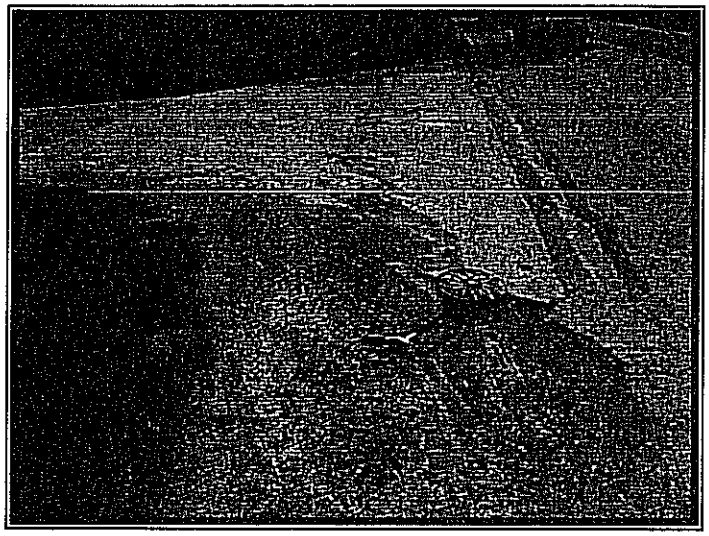
Pic00032.jpg

Sta. 2+50 looking west. Lack of a storm drainage system and shoulder has caused build up of silt and gravel along the roadside and lane-shoulder drop-off. Ditches need to be created to provide proper drainage.



pic00030.jpg

Sta. 4+00 looking west. Lack of a storm drainage system is causing erosion of the existing 2ft wide shoulder. 2ft deep ditches need to be created to provide proper drainage. Shoulders will be 4ft wide.

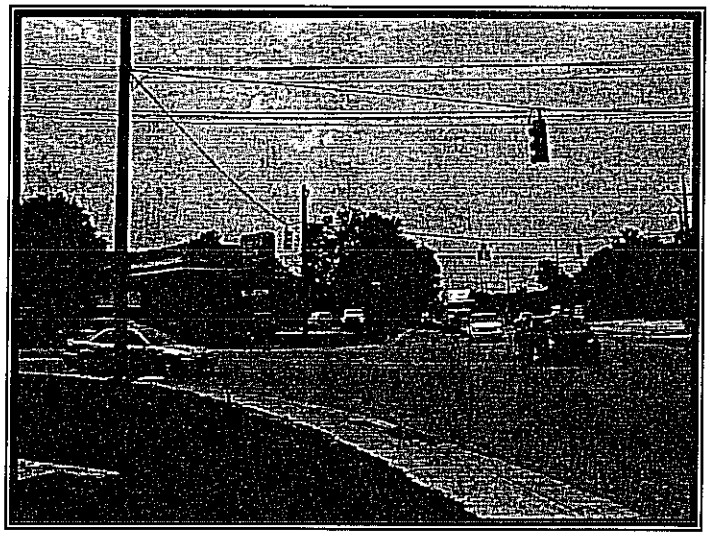


pic00017.jpg

Sta. 15+50 looking west.

E. Crescentville Road

Existing Traffic Conditions

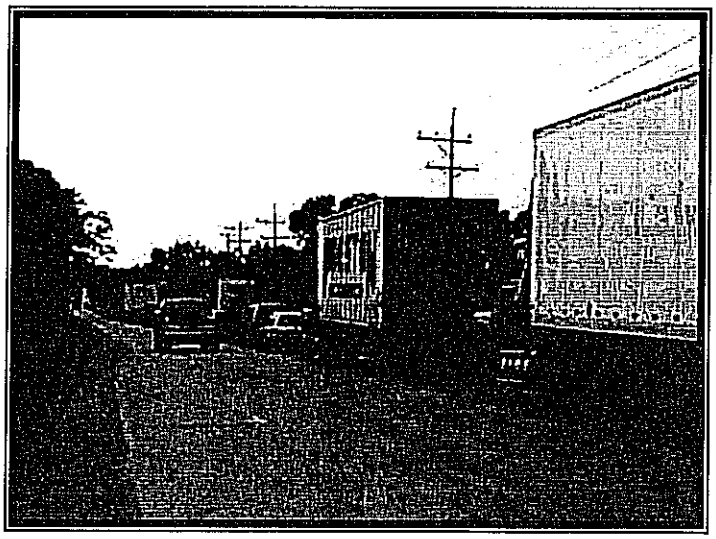


pic00001.jpg

Sta. 32+00 looking west. Curb radius returns will be increased to allow for better truck turning movements. The signal pole and vault will be relocated. The signal phasing will be revised to increase the intersection Level of Service (LOS).

Sta. 2+50 looking east. Traffic is constant along Crescentville during normal M-F working hours. Average daily traffic (ADT) is now 17,813 veh/day. Three new developments, including the proposed Champion way to the right, will significantly increase the traffic volume in the next year to 23,523 veh/day.

pic0033.jpg

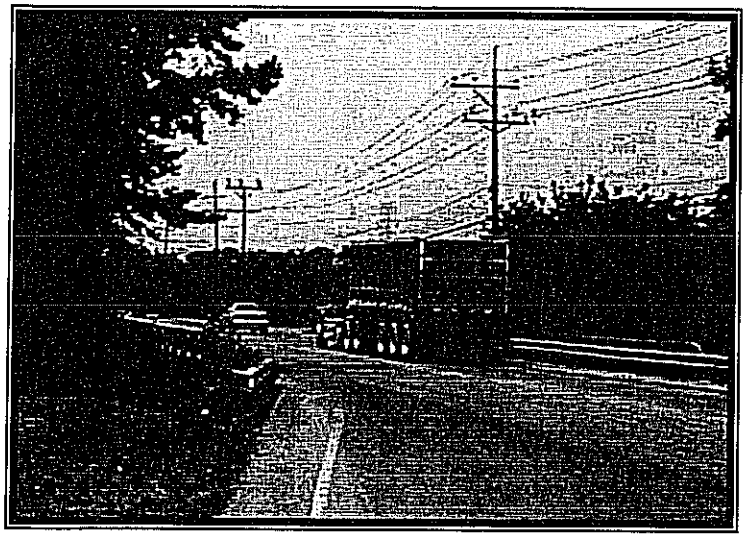


pic00037.jpg

Sta. 21+00, at Best Pl., looking west. Traffic backs up at the railroad crossing over 1500 feet due to rail traffic, which crosses about every hour.

E. Crescentville Road

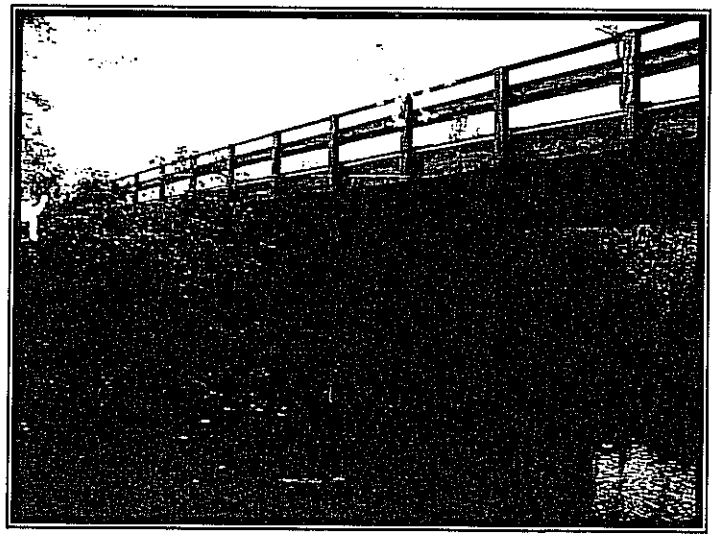
Existing Bridges to be Widened



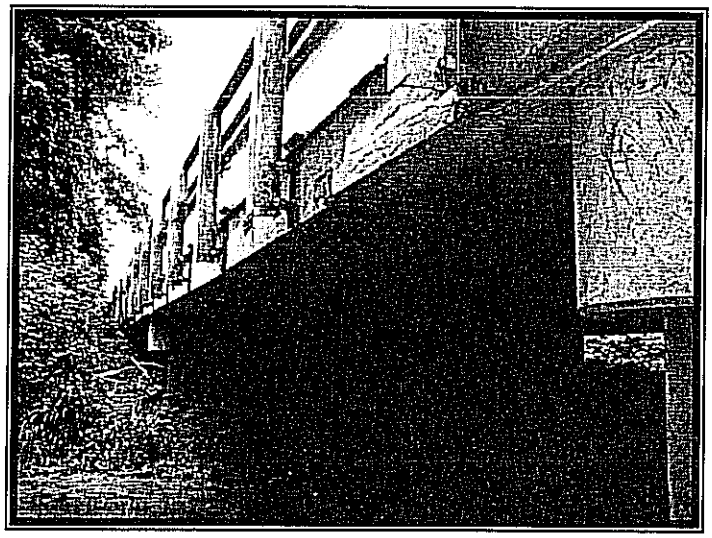
pic0003.jpg

Sta. 29+00, looking west. Both existing bridges over the Mill Creek and its East Fork have a 105.5' span. Both have a poured concrete deck and pier cap. Piers are steel and concrete shafts respectively. The bridges will be widened on the south side to accommodate the road widening as well as the widened shoulder section. Guardrail will be replaced and upgraded to standard.

Sta. 14+00, looking at the Mill Creek Bridge, with steel piers.



pic0022.jpg



pic0006.jpg

Sta. 27+50, looking at the East Fork of Mill Creek Bridge, with concrete piers.

E. Crescentville Road

Industrial Development

Ongoing industrial development will significantly impact traffic on Crescentville Road within the next year or two. The existing traffic as of July 7, 1999 was 17,813 veh/day ADT, with a 1527 veh/hr PHV. Assuming 1 million SF of new 'Industrial Park' facilities being added within the next year, an additional 5710 veh/day ADT and 743 veh/hr PHV will be generated. Thus the traffic will then total 23,523veh/day ADT and 2,270 PHV on an existing two lane road.

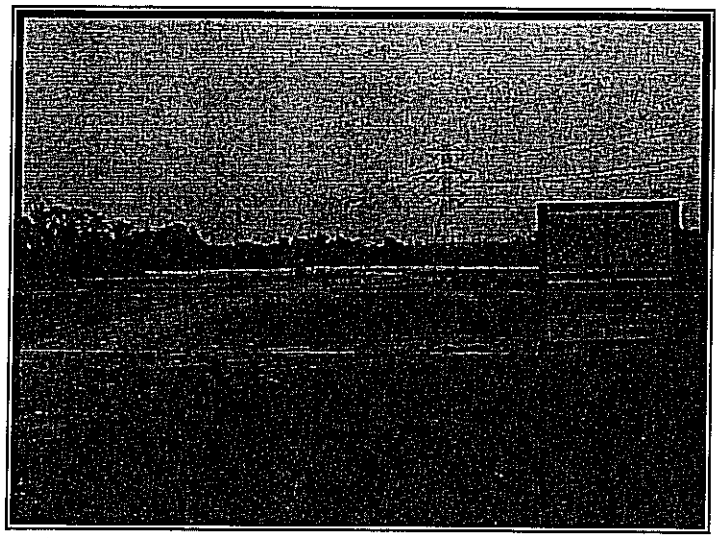
pic00028.jpg

Sta. 5+00, looking south. Crescentville Business Center, an 89 Acre development. It includes 2400LF of proposed roadway will begin construction within a month, which will be dedicated as right-of-way. Two separate facilities are already under construction.

Champion Windows: 333,000SF

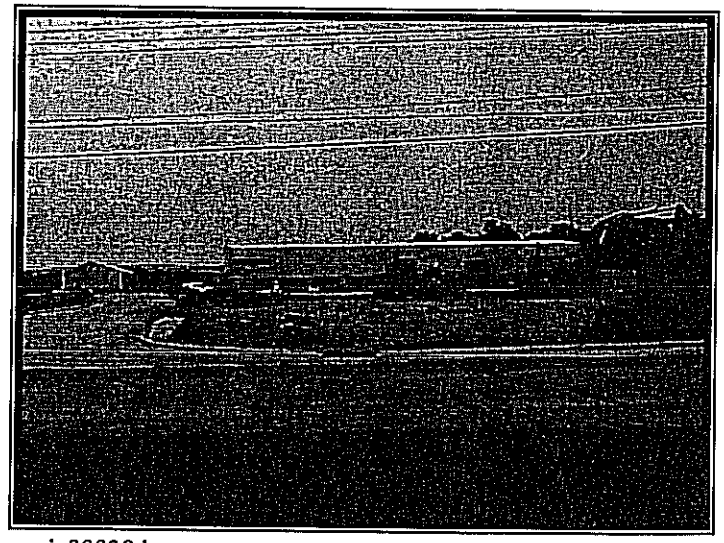
Champion Enclosures: 165,000SF

Two other lots are available and expected to be developed within the next year for an estimated total of 734,000SF facility space



pic00040.jpg

Sta. 11+00, looking south. Leggett and Pratt, an 11.7 Acre development. The building plans are under review for a 100,000SF facility.



pic00038.jpg

Sta. 17+00, looking north. Future home of Sunesis Construction Company.

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: SHARONVILLE

NAME OF PROJECT: E. CRESCENTVILLE RD. WIDENING

SCIP		LTIP	
FIELD SCORE:	289 299	FIELD SCORE:	272 312
APPEAL SCORE:		APPEAL SCORE:	
FINAL SCORE:		FINAL SCORE:	

NOTE: See the attached "*Addendum To The Rating System*" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
(10) - Moderately Fair
5 - Fair Condition
0 - Good or Better

SCIP 10 X 5 = 50
LTIP 10 X 1 = 10

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

ADT=17,813 - PROJ. = 23,523 BY 2001
ADD ENTIRE LANE LENGTH OF PROJECT
NO ADT
FROM 24' TO 38'
14' CENTER TURN LANE
4' PAVED SHOULDER - ADD 2' TO EX.

25 - Highly significant importance
(20) - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
0 - No measurable impact

SCIP 20 X 1 = 20
LTIP 20 X 4 = 80

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

NO DITCHES EX. DRAINAGE FOR

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
0 - No measurable impact

SCIP 10 X 1 = 10
LTIP 10 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 25 X 3 = 75
LTIP 25 X 1 = 25

5) Will the completed project generate user fees or assessments?

(10) – No
0 - Yes

SCIP 10 X 5 = 50
LTIP 10 X 0 = 0

6) Economic Growth – How the completed project will enhance economic growth *(See definitions).*

10 – The project will *directly* secure *significant* new employers
7 - The project will *directly* secure new employers
5 – The project will secure new employers
(3) – The project will permit more development
0 – The project will not impact development

SCIP 3 X 0 = 0
LTIP 3 X 4 = 12

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
(4) – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

28 %

SCIP 4 X 5 = 20
LTIP 4 X 1 = 4

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
(1) – 1% to 9.99%
0 – Less than 1%

12 %
MRF

SCIP 1 X 2 = 2
LTIP 1 X 5 = 5

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? *(See Addendum for definitions)*

10 - Project design is for future demand.
(8) - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

NO thru lanes added two way left turn will help CAP, somewhat

SCIP .8 X 0 = 8
LTIP 8 X 10 = 80

10) Ability to Proceed - If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *(See Addendum concerning delinquent projects)*

SCIP 5 X 5 = 25
LTIP 5 X 5 = 25

(5) - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. *(See Addendum for definitions)*

10 - Major impact
8 -
(6) Moderate impact
4 -
2 - Minimal or no impact

SCIP 6 x 0 = 0
LTIP 6 x 1 = 6

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
(2) Points

SCIP 2 x 2 = 4
LTIP 2 x 0 = 0

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) – Less than 20% reduction in legal load

SCIP 0 x 2 = 0
LTIP 0 x 2 = 0

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

(10) - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

21,376

SCIP 10 x 2 = 20
LTIP 10 x 5 = 50

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide certification of which fees have been enacted.)*

5 - Two or more of the above
(3) - One of the above
0 - None of the above

SCIP 3 x 5 = 15
LTIP 3 x 5 = 15

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. **The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.**

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will *NOT* be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:
The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.
Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.
Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.
Permit more development: The project is designed to permit additional business development. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterio 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.